

KAISER CAREFULLY GUARDED WHEN TRAVELING; FEARS ASSASSINATION

(Correspondence Associated Press.) LONDON, Dec. 12.—So closely is the German emperor guarded when he travels by rail through Belgium that his movements are kept even from the railroad officials handling his train up to the last possible moment, according to a correspondent of the Chronicle, who has several times witnessed the emperor's arrival.

"Whenever the passage of the imperial train is to take place the fact is not known to the chief railway official until the same day, and to his subordinates not until a quarter of an hour before the arrival," the correspondent says. "In the station the lines are all kept free."

Describing one such arrival of

the emperor's train the correspondent says: "All workmen, on this occasion, whether Belgian or German, were dispatched outside, and access to the station was forbidden. This applied to all passengers as well. The military guards occupying parts of the station and environs were ordered to leave their posts and pile their arms. The only persons allowed on the platform were the stationmaster, his employees appointed to work the signals, and the military chief. There was no guard of honor, no manifestation whatever."

"This clearing of the station takes place at every station through which the train passes, which it does at the maximum regulation speed. At Brussels detainment took place

opposite the Place Rogier, which is a military post since the occupation."

"The space in front of the station, which is always forbidden ground to passengers, was occupied by several motor cars. As soon as the emperor entered his car the small fleet ran swiftly to the Parc Rue Royale, where the kaiser stayed several hours."

"During the presence of the kaiser the officials always display the utmost nervousness in fear of anything taking place, and they always breathe a sigh of relief when their master is gone. The fact that even the military are obliged to retire and pile their arms seems to suggest a distrust of his own army."

SURVEY SHOWS SUCCESS OF COLD PACK CANNING METHOD IN NEVADA

One of the most important methods of conserving food is by the home canning of fruits and vegetables. Millions of cans were put up during 1917 by American housewives, in most instances by the cold pack method recommended by the United States department of agriculture and demonstrated by the agricultural extension divisions of the various states. Recently a series of scare articles have appeared in many papers, supposedly of pro-German origin, to the effect that food canned by such method is dangerous to use.

A survey of the home canning situation has been made in many states, two of which, Nevada and Michigan are here given:

Cold-Pack Canning in Nevada.

During 1917, 105 housewives and girls in Nevada canned 5,320 jars of fruit and vegetables by the one-period cold-pack method. Only one and three-tenths per cent of these jars have failed to keep. In every case but one the spoilage was reported due to defective lids or poor rubbers and not to the method used.

The survey was conducted by the extension division of the University of Nevada in order to ascertain the success of this method of canning in the state. Almost without exception the ladies express themselves as pleased and satisfied with the cold-pack method, and found the spoilage less than with any other method they had ever tried.—Margaret M. Johnson, State C. B. Leader.

AMERICAN PRISONERS.

(By Associated Press.) AMSTERDAM, Jan. 7.—A handful of captured American soldiers under cross-questioning by German officers before a crowd of grinning Teutons was featured in the latest issue of "World in Pictures," an illustrated weekly printed in ten languages and distributed throughout the world by the German government's propaganda department. Another picture shows the prisoners riding in a motor lorry under heavy guard. This is entitled "American prisoners arriving in the German lines," giving the impression that the twelve are only a small section of a large number.

Jones' pure apple cider at Hall Liquor company. Just arrived. Six bits a gallon. adv2321f

Cold-Pack Canning in Michigan.

Four hundred and twenty-five housewives and girls in Michigan who have canned 36,687 jars of fruits and vegetables by the one-period cold-pack method have sent reports to the college on the results of their work. The reports cover the canning of the past three years. Only one and nine-tenths per cent of 685 jars have failed to keep. Due to the fact that some agencies have been attempting to discredit the one-period cold-pack method of canning and in some cases women and girls were led to believe that the products would not keep, it was deemed advisable to make an actual survey of products canned. The survey was conducted by Anna B. Cowles, state club leader for girls, and the results indicate that the method has been successful in a much larger degree than was expected.

Fully one-third of the spoilage reported was due to poor rubbers or defective tops for jars. It is estimated that a large share of the other failure was due to the fact that the complete directions were not followed in detail. Miss Cowles feels positive that the method, if accurately followed, is more successful than any other method of home canning now known or used. This survey is especially important at this time, when many housewives and members of canning clubs are planning to can late vegetables as well as meats and soups.—C. E. Lindeman, Michigan State Leader.

TERMS USED IN MEASURING THE FLOW OF STREAMS

The volume of water flowing in a stream, called the "run-off," or "discharge," is expressed in various terms, which, however, may be divided into two groups—those representing rate of flow and those representing actual quantity of water. The rate of flow is generally expressed as "second-foot," an abbreviation for cubic feet per second, the unit used for measuring flowing water, as "gallons per minute," the unit used in connection with pumping and city water supply; as "miner's inch," the unit used by miners and irrigators for measuring water that passes through an orifice one inch square under a head that varies locally, and as "second-foot per square mile," the unit used to represent the average number of cubic feet of water flowing per second from each square

ITALY AIRMEN HEAD OFF HUNS

PADUA SPARED ANOTHER RAID; BRITISH AVIATORS ALSO ARE ACTIVE.

(By Associated Press.) ITALIAN HEADQUARTERS IN NORTHERN ITALY, Jan. 7.—Padua was spared another air raid Friday night, largely through the daring of Italian aviators, who went into the air an hour before moonrise and formed an aerial cordon around the city, meeting enemy machines as they advanced.

The enemy aviators, seeing the heavy concentration, diverted their course, going to Mestre, Passano and Castel France, where they caused some casualties and considerable loss at the last place. British aviators are doing especially good work. Their latest exploit was the destruction of an enemy balloon at Susagana and the bringing down of an enemy airplane by gun fire.

The artillery action along the mountain and Piave fronts is intermittent and no longer shows the intensity of a big offensive. Along the Upper Piave enemy batteries have been virtually silent for a week, indicating either a shortage of ammunition or a possible movement of forces west to the other fronts.

Weather conditions continue abnormally good, with clear days and nights.

mile of area drained, on the assumption that the run-off is distributed uniformly both as regards time and area.

The actual quantity of water is expressed by the terms "run-off in inches," "acre-foot" and "million gallons." "Run-off in inches" expresses the depth to which the drainage area would be covered if all the water flowing from it in a given period (tributed on the surface; it is used where conserved and uniformly distributed for comparing run-off with rainfall. "Acre-foot," which is used commonly in connection with storage for irrigation, is the quantity of water required to cover an acre to the depth of one foot—that is, 43,560 cubic feet.

In the Territory of Hawaii the unit most commonly used in measuring the flow of water is "million gallons." This unit is used not only to indicate a rate of flow ("million gallons per day"), but an actual

STOCKMEN OPPOSE MEATLESS DAYS; DECLARE LESS DEMAND CUTS OUTPUT

(By Associated Press.)

SALT LAKE CITY, Utah, Jan. 7.—How to eat more now in order that there may be more to eat next year will be one of the topics brought before the annual meeting of the American National Livestock association, which opens here January 14, according to stockmen who plan to attend the meeting. The plan, which touches the consumer in that it would substitute a "porkless" day for the present "meatless" Tuesday is based on the declaration that unless the demand for beef and mutton for domestic consumption is increased soon, there will be a shortage of these meats in the spring and summer of next year.

The stockmen assert that while a normal or enlarged number of steers and sheep are being fattened for market this winter, if there should be no increase in prices, or if the present prices should not be maintained, fewer would be fattened next

winter, with a corresponding decrease in the number sold for slaughter. Continuation of the present decreased consumption, due to "meatless" days, they declare, will mean a glut of the market and lowering of prices.

Another subject which the stockmen expect to consider is the possibility of changes in the transportation system due to the taking over of the railroads by the government. Reports from the market committee, touching on the investigation of the meat industry being made by the federal trade commission; discussion of national forest use for grazing purposes, the "640-acre homestead bill," the livestock industry and the war, and other subjects, many of them technical, also are to be presented at the meeting.

I. T. Pryor of San Antonio, Tex., president of the association, has not announced the title of his address. Governor Simon Bamberger of Utah

is to discuss the subject of wartime loans to meat producers. Among federal officers on the program are John R. Mohler, chief of the bureau of animal industry; Will C. Barnes, assistant forester; C. D. March, physiologist in the bureau of animal industry, and several men connected with the extension departments of state colleges. Clifford Pinehot, former forester, is to discuss "The Federal Board of Farm Organizations."

James Callan, president of the Cattle Raisers' Association of Texas, and L. Harmon, president of the Arizona Cattle Growers' association, also are on the program. F. J. Haggenbarth, president of the National Wool Growers' association, which meets here at about the same time as the livestock association, is to deliver an address at the latter meeting on "Relation of the Federal Government to the Producer in the Present Emergency."

A tentative program is to be announced shortly.

APPRECIATION OF Y. M. C. A.

NEW YORK, Jan. 7.—Appreciation of the welfare work of the Y. M. C. A. war work council was expressed in a letter from President Wilson read last night at a mass meeting to inaugurate a drive for \$1,750,000 in this city, with which to extend the council's work. The letter, addressed to Mrs. James Cushman, chairman of the council, follows:

"May I not express to you the admiration which I feel in common with the great body of my fellow countrymen have felt for the work of the Y. M. C. A.? It has responded in this time of need in the most admirable way to the claims upon its patriotic services, and I wish to give myself the pleasure of expressing my opinion and the high value I put on its work."

DEMURRAGE CHARGES GREATLY INCREASED

WHILE TIME IS EXTENDED COST GOES UP 100 PER CENT; TO EXPEDITE FREIGHT.

WASHINGTON, Jan. 7.—To promote more prompt unloading of freight cars, Director General McAdoo has established new railroad demurrage rules for domestic traffic, effective January 21, continuing the present two days' free time, but providing for increases ranging from 50 to 100 per cent in charges thereafter.

The director appealed to shippers and consignees to help in releasing cars to meet the emergency and to make special efforts even before the higher demurrage charges go into effect to clear terminals as a contribution to the success of the war.

The new demurrage rates, approved by the interstate commerce commission on request of the director general, are \$3 per car for the first day after the first two days; \$4 for the second day and \$1 additional for each succeeding day until the charge per day reaches \$10. This maximum then will be charged for every day or fraction thereafter. Much higher rates have been charged on the Pacific coast and in several other districts than throughout the East.

No changes will be made for the present in demurrage rules or rates on export freight. The new regulations, said Mr. McAdoo's order, "specifically contemplate the cancellation of all average agreement provisions of existing tariffs." Railroads are instructed to file tariffs embodying the new rates with the interstate commerce commission and state commissions.

In approving the filing of new demurrage tariffs, the interstate commerce commission took action for the first time on a request of the director general for higher.

About one-fifth of the through passenger trains on eastern railroads were withdrawn from service yesterday with the director general's approval and within a week or two many other passenger schedules will be curtailed.

quantity of water stored in a reservoir.—U. S. Geological Survey, Department of the Interior.

COAL FAMINE IN N.Y. IS ENDED AT LAST

(By Associated Press.)

NEW YORK, Jan. 7.—Ninety-two barges laden with approximately 55,000 tons of coal were tied up to docks in New York today and, coupled with warmer weather, assured relief for the city's population from cold and scarcity of fuel which it had undergone for more than a week. Fuel administration officials, while admitting that a shortage in coal probably would continue for some time, predicted that the critical period had passed.

More than 68,000 tons of coal was brought to New Jersey terminals yesterday. Prospects are for continued moderate weather, the weather bureau said.

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